

Triumph Mayflower Club

TRIUMPH



CLUB

WINTER ISSUE 2021 No. 170



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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When writing to a committee member and you require a reply, please enclose a Stamped Addressed Envelope. Please note that all the above committee members fulfil their positions in their spare time and not as a full-time occupation, so when contacting them other than by letter, please ensure that you choose a reasonable time of day

FLOWER POWER

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Cover: This picture of Chad Brown's Mayflower was taken by John Banks at the Crich Tramway Museum in 2015 — full story on pages 8 - 10

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Mystery man — can you guess who?



This photo is of one of our esteemed members, standing proudly beside his first Mayflower in 1982. Do any of you recognise this young man? (I'll be revealing his name in the next issue of *Flower Power*)

4 HUB CAPS FOR SALE

3 Very Good Condition, 1 (bottom left) needs replating, no rust on any



OFFERS TO:
01775 760587/07484 262362

Editorial

Hello fellow Mayflower lovers!

Firstly, my apologies that this issue has been sent out to you a little later than usual but I hope it will have been worth the wait. Christmas was a little different in the UK this year, and I would guess also for those of you in other parts of the world. Fingers crossed that the vaccine, whilst not a panacea, will get us all on the road to 'normality'.

My apologies also to John Corley, our General and Membership Secretary, for omitting his date of birth from his fascinating contribution to our last issue. He was born on September 25, 1950; hence his comments about having a "milestone birthday", and being a "true Christmas baby". Hopefully this will clear up any confusion.

I have a question for you all: Do any of you have a Mayflower to which you have given a male name? I only ask, because I have yet to notice a single one in my time as Editor. Whilst I realise that the tradition is to refer to most vehicles as 'she', I would be really interested to find out if any of our members out there are bucking the trend. Please let me know!

Within this issue we have an excellent article written by our Rally Secretary, John Banks, which should provide a real antidote to the dearth of rallies and gatherings in 2020. Our Chairman, John Castle, has penned a captivating tale of his life growing up in Coventry.

There are plenty of other articles, including one by Mark Smith, our Publicity Officer, who has taken the time to tell us about more work he's carried out on 'Mildred' during lockdown. Technical information has been submitted by Roger Flegg and Rob Davies, which you may find useful if you are still in your car's restoration phase.

I was delighted to see that our membership is continuing to grow; this is great news, because a recent survey conducted by the 'Federation of British Historic Vehicle Clubs' found that many of their member clubs anticipated a fall in membership in the coming months.

This brings me to what you can expect in your next *Flower Power*: We will hear from a former FP editor who, together with his wife, had to go to extraordinary lengths to get it published.

There will also be the article about 'Lady Mary' (belonging to German member Heiko Triebener) and her role in a movie; promised for this issue, but unavoidably postponed until the next. All this, and more, coming up in the spring.

Please keep sending me your contributions, without which we would have no FP.

Happy, but Covid-safe Mayflowering
Barbara

Welcome to new members

1286
1287
1288
1289
1290
1291
1292

We are currently unable
to show members details

Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are April 30 and July 30. All correspondence should be sent to Barbara Davies by post or by e-mail.

SPARES AVAILABILITY

TSSC is now taking the first steps to coming out of lockdown and so I will have access to our spares again. I will be aiming to keep visits to a minimum by going over to TSSC with multiple orders to sort and pack and then ship using their courier. Please bear with me if your order takes a little longer than usual. If you have enquired about spares during the lockdown please send your request again to make sure I haven't missed you.

Paul Burgess - E-mail:
pburgess1956@gmail.com

LOOSELEAF WORKSHOP MANUAL

A4 copy of Triumph Mayflower
Workshop Manual

All ready to go into a A4
Looseleaf Folder
To clear £10 + £3 P&P

Please contact jgogay@aol.com

Chairman's report

Hello all

There has not been a lot happening classic car wise, so I thought I would tell you about growing up in Coventry, in what people called 'Car City'. There were car plants all over Coventry: Rootes, Jaguar, Daimler and not forgetting Standard Triumph.

I was about nine or 10 when I first saw a Mayflower in Coventry; I think it was a prototype, undergoing tests. To cut costs, whatever parts were on the shelf (including Vanguard and Standard 10) were used for the Mayflower.

I lived a stone's throw away from the Rootes factory, off the Humber Road. You had to keep clear at knocking-off time, as the roads were filled with bicycles (they made cars all day long, but couldn't afford one).

During the war, my dad was a fire watcher at Rootes as we lived just across the road (when the air-raids came, we sheltered under the nearby railway arches). Car production halted: the government built 'shadow factories' on the outskirts of Coventry, so that they were able to build items for the war.

There was one at Ryton-on-Dunsmore for Rootes, and on Banner Lane for Standard Triumph. Jaguar were on Browns Lane, on the edge of the city. After the war, the car manufacturers kept these shadow factories, and went back to making cars.

Flattened

The Triumph motor-bike factory was flattened in the bombing raids and relocated to Meriden. It has now been rebuilt in Hinckley where I live and is a very interesting factory to go round (with a nice little café — for when the lockdown has ended).

I remember there was a railway station called Carley Halt: it was between the Standard Triumph and Coventry Radiator factories, and

was where the workers got off the trains, from Birmingham and other places (if you look at the radiator on your Mayflower, you will find a label saying that it was made at the Coventry factory).

I worked at both of these factories when they were making Heralds, 1300s, 2000s, TRs and Atlas vans. Outside the Standard Triumph factory were two pubs, front and back: One was called the Herald, the bar from which was relocated to the TSSC headquarters in Lubenham (where our spares are kept).

Having worked at all these Coventry factories, it is very sad for me to see them all gone. There is a housing estate where the Rootes factory once stood — luckily, the boardroom was saved and is now in the Coventry Museum. There is a glimmer of hope for 'Car City', with electric car manufacture now being carried out on the old Rolls-Royce site.

Forum Picnic

Martin Johnson Howe of the Pre-1940 Triumph Club has asked me to notify you all on the date and venue for the Standard Triumph Forum Picnic for 2021. The outdoors site will be free to enter for our members between 10.00 am and 4.00 pm.

Martin has booked Mercure Walton Hall Hotel and Spa in Wellesbourne, Warwickshire on Sunday, May 9, 2021, subject to the Covid-19 restrictions of course.

Walton Hall Virtual Tour — <https://my.matterport.com/show/?m=kTsJVrvkzM2>

Main Hotel Virtual Tour — <https://my.matterport.com/show/?m=kkyDT08jFZh>

Well I hope this new year will be better for us all and that we will all be able to meet up again soon. Keep well and stay safe.

Yours sincerely
John Castle (Chairman)

WANTED YOUR CONTRIBUTION

Any stories about Your Restoration, Your trip to a Rally, Your day out, Your Mayflower —

Please send them to the Editor

Letters

Rear spring service

Dear Ed,

Lockdown has been a great time to do the small jobs you'd been meaning to do on your Mayflower, but 'small jobs' tend to get bigger:

I had noticed a squishing sound coming from the rear of my Mayflower (Josie) and thought it could be the rear shock absorbers on their way out. So I decided it would be a good idea to remove and check them.

With the nearside jacked up and the wheel removed, this revealed a mass of underseal on a very dry leaf spring. I thought while checking the shock absorber, removing the spring for a clean-up and lubricate was also a good idea, and at the same time I could check the spring dimensions to see if they needed a re-temper.

Supporting the axle, removal of the shock absorber lower end from its mount revealed very sorry-looking lower rubber bushes; still round externally, but the internal hole being very oval. Removing the four nuts, and taking off the 'U' bolts that held the spring to the axle, showed me that there was a little, but acceptable, wear to the support pin for the lower end of the shock absorber. The shock absorber itself was in remarkably good condition.

As the shock absorber bushes looked as if they were original to the vehicle, I decided to investigate further: I removed the spring rear shackle and found the bushes here were completely shot (the military acronym being FUBAR; Google it and see), at both the chassis bracket and the spring ends.

On removal of the shackle, the spring (still connected at the front) fell straight on to the ground showing the front end rubber bush to be completely perished.

Undoing the nut that held the pin which went through the chassis bracket and also the middle of the front rubber bush was easy, but (and why is there always a but?) the pin resolutely refused to be driven out of the front rubber bush.

An overnight WD40 soak and still more bruised knuckles resulted in no progress at all. The spring was slopping up and down between the inner and outer steel sleeves, but the pin itself was not going to be removed from the inner sleeve - 68 years of corrosion had taken

Time for drastic measures: With a three inch diameter 1.5mm thick cutting disc in my trusty disc grinder, there was just enough room between the spring and the chassis bracket to allow me to cut through the pin on both sides of the spring. With the spring dropped down, it was then a simple job to punch out the pin ends from the chassis bracket.

With the spring on the bench, the inner sleeve and cut pin just fell out, so that I could remove the outer steel part of the bush from the spring end, using a hydraulic press. With the underseal scraped off, the spring it was then given a brush-coat of old engine oil.

Using Paul's invaluable guide to alternative parts suppliers, I was able to source all the replacement bushes relatively easily and inexpensively and set about a rebuild. The front bush slid into the spring end without too much effort, by putting the new bush into the freezer and then gently heating the spring end before pushing the bush into place.



Letters**Two old pictures**

Dear Barbara,

I have attached two photographs that I thought might be of some interest to our members:

The first photograph (picture 1) is of the car belonging to the Swedish member who was mentioned in the article *Rally (nothing to) report*, that appeared in issue 169. The member's name is Urban Nyblom and he is from Nykoping, Sweden.

The second (picture 2) is of my wife and I collecting spares for my Mayflower from a



scrapyard in Redcar around 1990 (incidentally the photograph was taken by the late Peter Benfield).

Regards
John Oglesby (407)

***continued from Page 4***

The original front pin was replaced with a high tensile bolt, as original pins were not available. The rest of the assembly was fairly straightforward, as was a similar service on the offside spring. Considering the springs themselves are more than likely original to the first assembly, there was surprisingly little deviation from the correct dimensions; even though the car has sat on them for a very long time.

What I thought would be a two-hour job ended up as four days but at least the squishing noise has gone — it must have been the dry springs.

Roger Flegg (1222)

Cheers for this Roger. I'm sure I won't be the only one wishing that there was only a little deviation in my springs (especially considering the hours I've spent sitting down in my 61 years!) — Ed.

Much ado about nothing!

by Mark Smith, member 1239

CHANCELLOR of the Exchequer, Rishi Sunak, asked us all to 'Eat out to help out'. Well, our *Flower Power* Editor, Barbara, also asked us to 'Write up to fill up', due to a drought of magazine articles!

Despite the millions who have rallied to Rishi's call, my family and I have stayed safely in the house and just ordered the occasional takeaway. However, I felt I must rush to Barbara's aid and boot up the laptop, and so recklessly bashed off a reply to her recent e-mail fairly pronto, offering to try and put something together to fill a couple of pages.

I can't lie, I felt good for offering to help but as soon as the 'send' button had been pressed I thought, "Berk! What did you do that for? You've been nowhere and done nothing!"

And that is the problem for most, if not all, Triumph Mayflower Club members I suspect. As last New Year's Eve London Eye fireworks faded away, 2020 looked full of promise.

Whether in my Mayflower, or my 1978 Lada 2101, I never venture too far from home these days as, like a number of classic vehicle owners, I love my cars but detest driving! I have to drive for my work as a self-employed gardener and handyman, or else I would not earn any money, but when it comes to family holidays for instance, I let my wife Christine drive. She loves it and will drive for miles, so drives to and from our holiday destinations, while I do the day trip journeys once we get there.

Normal year

In a normal year, I can find plenty of events and venues within 10 miles of home to satisfy my desire to grab a cardboard beaker of scalding weak tea and talk with other classic car owners about their lovely motors (as well as bore anyone to death who utters those immortal words, "My father had one of those", or "Great Aunt Gertrude drove to Istanbul in one like that, with nothing but a couple of spanners and a toothbrush, and wrote a book about it when she got home five years later; very reliable cars" as they approach whichever classic I had chosen for my two and a half mile adventure, with a workshop's worth of tools in the boot 'just in case'). Sadly, none of that this year.



For most of us, 2020 will be remembered as the year we stayed home, and dreaded the thought of coming within a mile of another human being; definitely considering it too risky to go to the few events that did go ahead when restrictions to our movement did ease a little during the summer months.

I have only left home to go to work, buy food or bank customers' cheques, but despite the obvious worry that Covid-19 has induced in us all, I have to say that I have really enjoyed being at home. The weather early in the year definitely helped sitting in the summerhouse on warm sunny days just catching up with books, I have now had time to read *McQueen's Machines* — a great read covering the myriad of cars, trucks and motorcycles owned or driven by the famous Hollywood icon in his many films was a particular treat! The inside story of that infamous motorbike jump in *The Great Escape* was worth the purchase price alone.



As I mentioned in a previous article, when the first Lockdown was imposed, my Mayflower was still in storage in a Council lock-up a couple of streets away, and under the rules in place at the time I was unable to go and collect it. However, as soon as the rules were relaxed a little, I brought Mildred home.

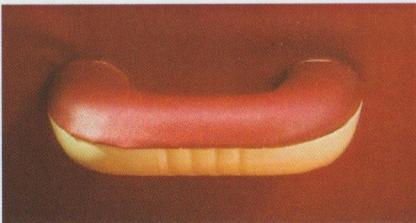
In between reading and keeping my daughter occupied with home Design Technology projects (due to the schools being closed), I did manage to complete a few maintenance jobs on the car. I shan't go over them all again, but there is one more job I have tackled since I wrote that article, which is the inside passenger door grab handle.

The handle was in extremely poor condition; the lower plastic clamshell section being particularly cracked and split. It was a danger to anyone using the handle, as there was a real possibility of it cutting their hand. Paul let it be known that he had one in the club spares stock, so I snatched it up immediately.



The upper section of the one that Paul had was blue and the lower part grey, mine was red with a cream lower section but that was not a problem. Once the 'new' handle arrived, I removed the original one from the passenger door and threw the bottom section in the bin. I then removed the blue padded top part of the replacement handle and rubbed the bottom clamshell section down with wet and dry paper to give it a key; then gave it three coats of a cream household gloss that I had in my workshop.

Once the paint was thoroughly dry, I oversprayed it with some Halfords car body lacquer and when that was dry, I fitted the red upper section of my original handle to the newly-painted donor clamshell. I then refitted it to the car it looks quite reasonable if you don't get too close and is certainly a lot safer than what was before.



Having carried out a number of jobs on the car this year that I probably would n't have had the time to do under normal circumstances, I still haven't driven it. Well, that is not quite true — my daughter and I did drive to the local Tesco Express in Mildred after first putting some petrol in the tank.

We completed a round trip of one whole mile and one of the plastic rear number plate bolts managed to give way, so we returned home to find the number plate hanging on by a wing and a prayer! I soon fixed it though, by replacing the plastic fixings with some shiny chrome metal ones with locking nuts (that I had in my stock of 'things you don't throw away'), so it won't happen again. I know I should really dab a bit of black paint on the chrome heads but they look so nice as they are and are hardly going to dazzle following motorists!

Doing just the one short trip is very sad really, as we love visiting the Great Central Railway's Quorn Station (which always gives us some great photo opportunities), as well as attending the Shepshed Watermill Open Days, or taking a trip to Stonehurst Family Farm in Mountsorrel.

You can always count on the Mayflower drawing the attention of visitors at any of those venues and of course we dearly missed the Loughborough Father's Day Vehicle Meet in the Market Place in June but it has just had to be that way this year. Let's hope the situation improves a great deal by next Spring and we can all get out to the classic vehicle events we so love.

I did manage to do one trip out that I had wanted to do back in February but that was in the Lada; not the Mayflower: My wife and I had a spare Sunday morning as our daughter was doing something with her Guides troupe, so we took the Lada out for a trip around the local lanes of Quorn and Woodhouse Eaves, over the bridge that crosses Swithland Reservoir to take some picturesque photos of the car, before

Mayflower events, gone but not forgotten

by John Banks, Rally Secretary

In our last issue, I rather cheekily inserted an article entitled 'Rally (nothing to) Report'; not necessarily my place to do so, as I'm not the Rally Secretary! Anyway, I do hope you weren't offended John, and I'm sure we will all have our spirits lifted by your article and all the great photos, too.— Ed.

WE ARE ALL living in strange times; maybe you've not been out for a while, and with the nights drawing in, we all need cheering up.

As no events have happened during the last year, I need to send my thanks to John Castle, Paul Burgess, Chad Brown and Tim Newing for their valued help over the years. Everyone involved in organising a rally, including volunteers, all need to be thanked too. A rally wouldn't happen without the dedicated people and vehicle owners who attend. So I look forward to 2021, when we can visit places again and have an enjoyable rally.

I have looked back through my photographs and remember fondly events I attended. In 2013, the British Motor Museum at Gaydon (photo 1) was a great day out; then 2015 (photos 2 and 3) and 2017 (photos 4, 5 and 6)



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when the Northern Rally took place in Ripon (in 2015 we had the honour of Best Club Stand, with Peter Benfield collecting the award).

The Annual National Rally, which usually takes place in June each year, was in 2016 (photos 7 and 8) held at Hatfield House: Nico ten Wolde collected the distance prize for travelling from Holland to the UK.

In 2017 (photos 9 and 10) it was at Hanbury Hall; 2018 (photo 11) Claydon House, and 2019 (photos 12 and 13) Coughton Court. Tim did a great job locating and organising these events, and was kind enough to invite the Mayflower Club to attend.

In 2015 I had a great day out at Crich Tramway Museum (photos 14 and 15) and in September 2016 it was the Transport Extravaganza (photos 16 and 17) at Hinckley, where we had a convoy of Mayflowers travelling into the town centre.

In 2017, the Club had the honour of attending the Practical Classics and Restoration Show (photo 18), and in 2018, the Classic Motorshow (photo 19). Both events were held at the NEC in Birmingham, with increasing interest in the Triumph Mayflower over the days the car was on display.

continued on Page 10

10**11****12****13****14****15****16****17**

FLOWER POWER

Hopefully, recollections of these past events will bring a smile; also, that we will have good weather this year. Then we can all create new memories of the adventures involved in a Triumph Mayflower Rally!



18



19

As I write this in November (2020), when we commemorate the fallen, the song lyrics I think of are: "We'll meet again, don't know where, don't know when, but I know we'll meet again, some sunny day . . ." It seemed appropriate and represents all of us at this present time.

continued from Page 7



ending up at that old favourite, the GCR's Quorn Station. It had been the plan to repeat this trip in the Mayflower but the world suddenly changed and put a stop to any thoughts of doing so for some time.

You might have given my title of this article a passing thought and wondered why I have called it 'Much ado about nothing'. Well, when I started writing I had no clue what I was going to write, or how many words I would manage to put together that would make any sense whatsoever.

I had just expected to type a load of jibberish about nothing in particular; hence much about nothing! However, it seems I might actually have pulled it off and written something worth you the bother of reading.

Either way, Barbara can fill a couple of pages in the next *Flower Power* which was the purpose of the exercise.

Take care all. Keep following whatever instructions we are given to keep us all safe and let's hope every-

thing can return to normal for the 2021 classic vehicle season and of course that we can eventually hold our postponed AGM.

Well I don't know about 'Nothing', Mark; I think the Bard would be proud of you! Very many thanks for taking the time to put this article together for us. Ed.

Well I don't know about 'Nothing', Mark; I think the Bard would be proud of you! Very many thanks for taking the time to put this article together for us.—Ed.

Letters**Mystery answers . . .**

My thanks to Peter Burdge (with membership number 20, definitely one of the Club's Founding Fathers) who sent me these fascinating follow-up comments to two of the articles in the last issue of *Flower Power*. I have to admit I had never heard of 'radiator muffs'!

Dear Barbara,

1. Mayflower Mysteries 1 (page 4): The studs attached to the radiator will be for a radiator muff (I have one somewhere). I think the studs were a turnbuckle or press-stud, so that you could easily fit and remove the muff, according to the season.

The muff itself was of padded black leatherette and had panels which could be

opened to allow a degree of air-flow. I'm sure that some other members must have one, as they were a fairly usual accessory for cars of that period — <https://www.oldclassiccar.co.uk/radiator-blinds.htm> — but only Land Rovers seem to use them now — <https://www.simonites.com/shop/vehicle-accessories/radiator-muffs>

2. Unusual import markings (page 12): I wonder if Mr Triebener's car was imported, or even assembled by Imperia, who certainly assembled the Standard Vanguard under licence — <https://www.curbsideclassic.com/curbside-classics-european/automotive-history-other-european-deadly-sins-part-1-minerva-imperia-belgiums-automotive-waterloo> — although I don't recall reading anywhere that they also assembled Triumph Mayflowers.

Regards
Peter Burdge, 20

Can you help?

Has anyone got an 'Original Type' pedal grommet in good condition (preferably new), that they could give or even lend to the club to act as a mould or template, in the club's quest to get new stock manufactured?

Also, the club has used up its stock of 'Front Coil Springs', so if any members can help Paul in re-stocking, please let him know.

**Remanufactured Dash Knobs Available**

609/01 Set of the 6 above @ £40.00

102/13 Handbrake Operating Wedge @ £10.00

140/01 Inner Door/Window Handle Escutcheons @ £6.00

UK P&P is £2.50 for any quantity

118/18 Ignition/Light Switch Knob @ £9.00

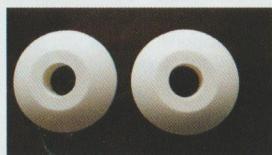
118/21 Wiper Knob @ £7.50

118/15 Panel/Roof Knob @ £7.50

123/01 Choke Knob @ £7.50

123/07 Starter Knob @ £7.50

118/24 Heater Switch Knob (no 'H') @ £6.00



Contact: Paul Burgess, Spare Parts Coordinator
pburgess1956@gmail.com or at 14 West Street, Blaby, LE8 4GY

Around the world in 26 letters

FOR THE LETTER 'I', I have not one, but two cars for you! This first photo [1] shows a Mayflower in Indonesia; a bit of a 'project' that was owned by 'Anton S'. It was taken from *Flower Power* 157, so is fairly recent.

Anton had contacted TMC to ask about obtaining spares for the car's restoration; he also asked about joining the club. However, I don't think he ever did, so sadly I doubt if we'll find out how the project is progressing.

The second car is pictured in India [2]. It featured in *Flower Power* 111, and also in Paul Burgess' excellent compilation 'Mayflower Features 2' (both documents available on the club website).

The car belonged to H. W. Morsman, who lived in Calcutta [Kolkata, to give its correct



[1]



[2]



title]. He wrote to the *Standard Car Review* in June 1952, to tell the story of a 2,350-mile journey he had undertaken in his Mayflower, from Calcutta to Delhi and back. The photo shows the car being loaded onto a railway goods truck, in readiness for a river crossing. It's a fascinating tale, that's well worth a read. — Ed.

Lady Mary's photoshoot

Back in the summer of 2020 a request was sent to the club by a German motoring journalist by the name of Michael Schäfer. Michael works for a German classic car magazine, *Oldtimer Markt*, and at the time he was hoping to undertake a tour of the UK to write about British classics.

However, Covid-19 quarantine regulations put paid to that, so instead Michael decided to see what British cars he could locate on the European continent. The club put him in contact with Heiko Triebener, one of our

German members whose car, 'Lady Mary', has featured in *Flower Power* fairly recently.

Michael and his photographer, Stephan Lindloff, arranged to meet Heiko in Bamberg on July 24, for a day's shooting. A good day was had by all and Heiko reports that the pictures turned out very well. He plans to let us know when the article is published.

Any news on this yet, Heiko? It would be great to see you and 'Lady Mary' in a magazine other than *Flower Power!* — Ed

Letters**Childhood
memories**

Hi Barbara,

I am writing to pass on someone's recollections of their childhood memories of a Mayflower; the story is short but may be of interest to the readers of *Flower Power*.

Last weekend was the Bordertown Vehicle Restorers' Club mystery Christmas Run, an event that my wife and I participated in my Renown. At the end of the day as we were preparing to leave, we began chatting to the elderly couple getting into their Humber next to us.

Mrs Gillett mentioned that approaching my Renown from behind, it reminded her of a Mayflower. I told her that I had a Mayflower in my shed that was on my 'to do' list and that it was rare to find someone who knew what one was. She was delighted to tell me that she remembered a Mrs Lowe, who came to Broken Hill with her husband who was to work at the mines.

Mr and Mrs Lowe apparently came from England and with them they brought a Mayflower which was used to transport them to their new job. If they arrived in Adelaide, South Australia, that would have been a drive of over 500 km through some pretty isolated country.

If they left from Sydney, it would have meant driving over 1,100 km. After they arrived in Broken Hill, the car was used by Mrs Lowe to drive to her new job teaching.

This is where Mrs Gillett remembered the car — she and her friends would hang over the fence of the school in the mornings and afternoons, as their teacher arrived and left work. "Any new car made a stir after the war," Mrs Gillett told me, "but we all thought Mrs Lowe looked very regal in the Mayflower."

Regards
Andrew Piggott (1248)

Thank you so much for sending me this, Andrew; it's great to hear from one of our antipodean members. Do any other members from that part of the world have any interesting stories for us? They would be most gratefully received. —Ed.

Does anyone recognise this car?

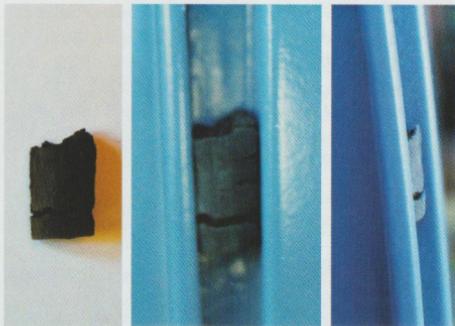


Russ Hoenig, our Club Technical Officer in the US, has sent me this photo of a Mayflower that was last known of in Lansing, Michigan. As it's right-hand drive and bears a UK registration plate, Russ wondered if any of our UK members recognised it? Is that perhaps an old-style club radiator badge? If you do have any recollections of the car, please let me know. —Ed.

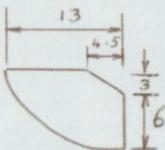
Door slam inserts — a solution

by Rob Davies, Website Editor

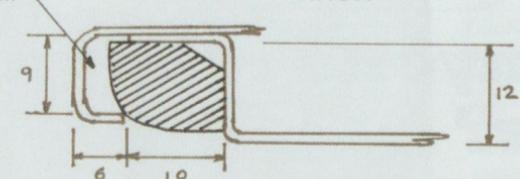
AS THE COVID scourge comes nearer to an end (with hopefully the fairly imminent vaccination of us all), I will at last be able to get back on with working on Margaret. Unfortunately, the whole renovation has to be carried out on our drive, which has a busy footpath running alongside it; almost everyone wants to stop and talk. Whilst this is pleasant in itself, it has meant no work has been possible since the



**ORIGINAL
REMNANT**
and dimensions
in mm



Space for compression
FITTING A



end of February, as we have been 'shielding' since then! We have, however, managed to do one or two bits in the garage, including looking at a solution for the side door rubbers, or door 'slam' rubbers.

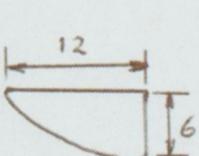
Russ Hoenig kindly sent me a remnant of the original door rubbers (which he happened to have), and I started work. After hunting through endless catalogues, and on-line, I was unable to find a single solution. However, as you can see I did manage to work out that two pieces when joined together would do the job:

Solution

Looking through the catalogues again, I was able to find two pieces that when combined would very closely approximate the dimensions of the original. As you can see from the drawings and photos below, the finished result compares very favourably with the original.

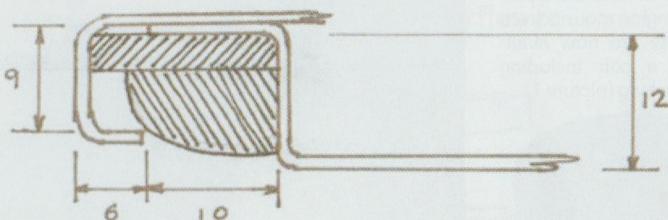


**SRS 053 EP plus
EXSS 16mm x 3mm (EPDM sponge)**



The final piece stands a little proud, therefore giving a cushioning effect on the closing door. As this was a 'test piece', I was a little less fussy about the tidiness of the join. However, with a little care there should be no sign that the two pieces are glued together.

Another advantage is that the EPDM sponge does have a weather-proof skin on it, and therefore shouldn't hold water and encourage rust.



SECTION THROUGH DOOR UPRIGHT (Part)

The costs and availability are: 2m of SRS 053 EP, £5.30; 2m of EXSS 16mm x 3mm (EPDM sponge), £9.10; post and packing, £4.15; making a total of £18.55. Purchased from Phoenix Trim (web: phoenixtrim.co.uk/Email: kaye@phoenixtrim.co.uk).

New Year's honours list

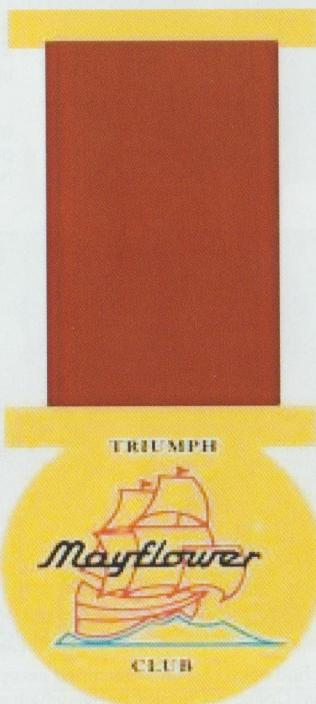
by Rob Davies, Website Editor

THOSE WITH AN eagle eye to the website might have noticed that the 'Honours Board' has changed its appearance. Along with a change in style (a brilliant job done by Andi), it has now been completed, by trawling through all 169 editions of *Flower Power*!

It is now possible to see all holders of a particular office since the club started in 1974. In addition to this, a 'sister' page has been created showing all those committee members particularly worthy of special recognition — those who have served for 10 years or more in various capacities.

Both the pages can be accessed by going to the 'About' tab which is on the 'home' page of the website, and choosing the 'Honours Boards' section.

Alternatively, you can go to the current committee page (via 'Contact' and choose the 'Committee' section), where there is another link to the Honours Boards. I do hope that members will like the changes, and for some that it will allow a moment of reminiscence.



Spares news

by Paul Burgess, Spare Parts and Regalia Manager

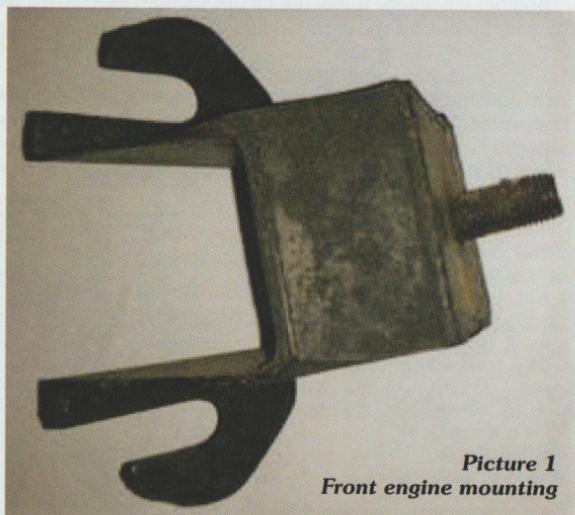
I HAVE RECENTLY purchased a limited number of new 'old stock' original front engine mounts from Australia. These are now available for £65 a pair including postage and packing (picture 1)



Picture 2 'Type A'



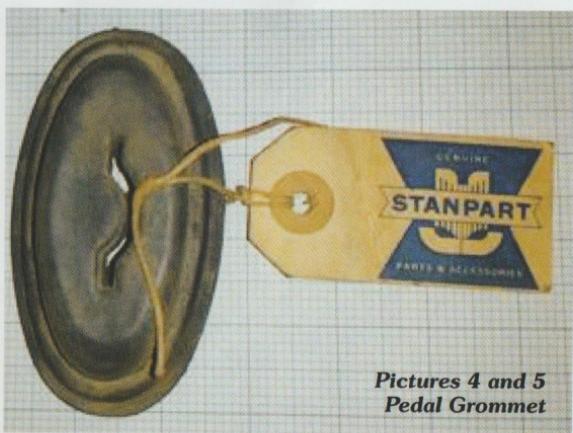
Picture 3 'Type B'



**Picture 1
Front engine mounting**

Also I have just sourced some non-original grommets which will fit the hole in the floor for the gearbox filler aperture (picture 2: Type A) and (picture 3: Type B). These are available for £2.50 each plus £2.50 postage.

The pedal grommet project is turning into a bit of a saga (pictures 4 and 5). The 3D printing company is having problems producing a sample they are happy with but were hoping to have one ready for approval by Christmas.



**Pictures 4 and 5
Pedal Grommet**



As something for the future the 3D printing may be a possible way forward for the remanufacture of the quarter light rubbers.

The last I heard about the crankshaft pulley project was that

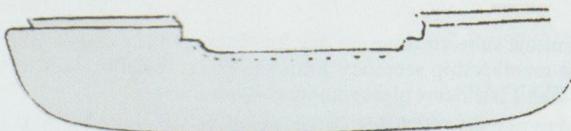
four had been cast and machined except for the keyway. I recently received an updated price list from James Collier at Classic Car Sills which appears on the inside rear cover.

Classic Car Sills

Parts for the Triumph Mayflower

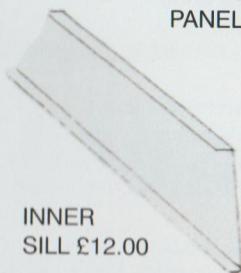


SILL £35.00

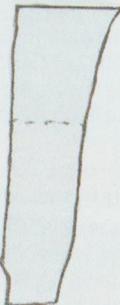


FRONT APRON £60.00

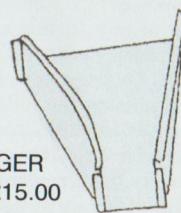
FRONT WHEEL ARCH SPLASH PANEL £10.00



INNER SILL £12.00



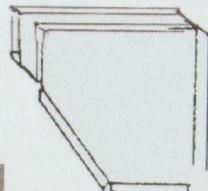
OUTRIGGER £15.00



BOTTOM FRONT WING PATCHES INNER £20.00 each



OUTRIGGER £15.00



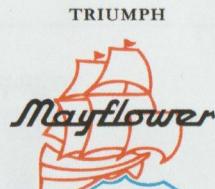
J. COLLIER

4 Mortimer Road, Kempston, Bedford MK42 8RE

Tel:& Fax: 01234 840958 (Evenings)

07985 551086 (Works)

TRIUMPH MAYFLOWER CLUB



John Corley

20 Southdown Drive, Thurcaston, Leicestershire LE4 8HS

1st February 2021

Dear Fellow Members,

Please note that members' annual subscriptions are due for renewal at the end of March. The subscription is to be sent to membership secretary John Corley, at the above address. Some members have already paid. If this is the case please ignore this reminder.

Some members have elected to pay via "Standing Order" through the club's bank. If you are wishing to join in this scheme the The Triumph Mayflower Club's bank details are as follows: Horley branch Lloyds TSB bank; bank sort code 30-94-38; and the account number 00066503. Overseas members who wish to transfer money electronically may do so through their bank using the following: customer 6 digit sort code 309438/customer 8 digit account number 00066503/BIC code LOYDGB21042 or IBAN code GB83 LOYD 3094 3800 0665 03. If you consider this the easy way to pay your subscription please take advantage of this opportunity, but please inform me that you intend to pay this way in order for your membership to continue smoothly.

Failure to rejoin would mean that you would no longer have access to the club's spare parts, technical advice and would not receive any further editions of *Flower Power*.

For your convenience I have included a return slip with this letter. If you would like your new membership certificate by return of post please enclose an s.a.e. I always try to e-mail certificates to members where I have an up to date e-mail address.

I am still trying to update the Triumph Mayflower Club database. It is becoming easy to contact members via e-mail, but I am short of e-mail addresses for a few members. Please, either write your address below, and return the slip with your subscription, or make contact with my e-mail and I can then store your e-mail address. This e-mail way of working helps keep costs down and keeps you in touch!!!

Any problem or uncertainty please e-mail me at j.r.corley@btinternet.com.

Thank you

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Please find my enclosed cheque/money order for £35 membership in order that I continue as a member of the Triumph Mayflower Club until 31st March 2022. Please make cheques payable to "Triumph Mayflower Club". World membership must be paid in some form of £ sterling, as the bank transaction and exchange rates are so silly! If you encounter a problem with this arrangement please e-mail me with the problem and I will do my best to sort it. However, any members in USA or Canada who would like to pay in US dollars can write a personal cheque payable to John Gogay, for \$47.00 but still send to John Corley at above address.

Signed _____ Member number _____

My email address is _____